

REPORT TO THE JERICHO DEVELOPMENT REVIEW BOARD

DEVELOPMENT REVIEW BOARD HEARING DATE: May 12, 2016

REPORT PREPARATION DATE: April 28, 2016

APPLICATION TYPE: Site Plan approval for a parking area for over 5 cars

APPLICANT/OWNER: Mount Mansfield Modified School District c/o Jeff Forward

DESCRIPTION: The applicants are proposing parking lot and circulation improvements for Browns River Middle School and Underhill ID School. Application involves reconfiguring the student loading/unloading zones at both schools, relocating the bus loading zones for UID, and expanding the parking area for both schools. Total parking spaces added: 33. This application will be reviewed under the following: Site Plan (§10.10.)

IDENTIFYING INFORMATION:

LOCATION: 10 River Road, 20 River Road

PARCEL NO: RV010X, RV020X

TOTAL ACREAGE: RV010X (UID/Library): 15.7 acres. RV020X (BRMS): 17.6 acres

ZONING DISTRICT(S): Village Center

EXISTING USE: Institutional

PROPOSED USE: Institutional

NOTICE OF PUBLIC WARNING/ ABUTTERS:

Notice of Public Warning published – *Published on April 21, 2016*

Notice of Public Warning posted –*April 21, 2014*

Onsite posting sent on –*April 21, 2014*

Notice of Public Warning sent to abutters and applicants—*April 21, 2014*

Agenda to be Posted –*May 5, 2016*

LOCATION MAP:



PROJECT OVERVIEW

The Mount Mansfield Modified Union School District is proposing various parking and circulation changes to the Browns River Middle School (BRMS) and Underhill ID School (UID) driveway and parking areas, to be reviewed by the DRB under the Jericho Land Use Regulations, §10.10 Site Plan.

The applicant describes the changes as “reconfiguring the student loading zones at both schools, relocating the bus loading zone for UID, and expanding the parking area for both schools”. Currently, the schools share 98 parking spaces. A total of 131 spaces are proposed. Additional parking areas are proposed across the drive from the Deborah Rawson Memorial Library (DRML), and adjacent to the loading zone of BRMS.

The applicant has filed for a state stormwater permit and Act 250 review.

PREVIOUS ACTIVITY

Feb-April, 1991: Site plan approval for 7,200 sq.ft addition to UID School (no parking added)
May 8, 1997: Site plan & CU approval for Library. Variance for parking in setbacks denied
May 20, 1997: Subdivision and final plan approval for Deborah Rawson Library
August 9, 2011: Site plan amendment to add 3 parking spaces and relocate light post
July 14, 2015: Change of use permit for pre-k addition to UID (Saxon Hill School)

DEPARTMENTAL REVIEW AND COMMENTS

SITE PLAN APPROVAL §10.10.

10.10.1. Applicability: Before the Zoning Administrator may issue a zoning permit for any structure or use of land for which site plan approval is required, approval must be granted by the Development Review Board according to the procedures of Section 10.8. Site plan approval is required for all uses and structures other than those exempted under Section 10.10.2. *Applicants will need to apply for a zoning permit after receiving approval from the DRB.*

10.10.2. Exemptions: The following uses and structures are exempt from site plan review:

10.10.2.1. Agricultural and forestry uses

10.10.2.2. One- and two-family dwellings and accessory buildings thereto

10.10.2.3. Uses that satisfy all of the following criteria:

Do not require conditional use review

Do not require new or expanded parking for five [5] vehicles or more ←*Applicable provision. This application warrants site plan review based on the proposed number of parking spaces (33).*

Do not involve the construction or expansion of 1,000 square feet of building area or more, and

Do not involve construction, expansion, or substantial alteration of any outside storage or display area.

10.10.3. Review Standards: The Development Review Board may consider and impose appropriate safeguards, modifications, and conditions relative to the following standards:

10.10.3.1. All site plans shall comply with the following General Development Standards found in Section 11 of these regulations. Upon review of the application, the Development Review

Board/Zoning Administrator may determine that additional General Development Standards are applicable to a given application *Reviewed below in separate section*

10.10.3.2. Site plans shall comply with any and all applicable Specific Use Standards in Section 4.4 and the General Provisions in Section 7. *Relevant provisions are listed below:*

4.6. Special Uses 4.6.1. Pursuant to State statute (VSA Title 24, Chapter 117, Section 4413a), certain special uses (listed below) may only be regulated by municipalities with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, landscaping, lighting, and screening requirements, and only to the extent that regulations do not have the effect of interfering with the intended functional use:

1. State- or community-owned and operated institutions and facilities;
2. Public and private schools and other educational institutions certified by the state department of education; ←
3. Churches and other places of worship, convents, and parish houses;
4. Public and private hospitals;
5. Regional solid waste management facilities certified under 10 VSA, Chapter 159; and
6. Hazardous waste management facilities for which a notice of intent to construct has been received under 10 VSA §6606a

7.5. Fences *A new chain link fence has been proposed between the proposed BRMS staff parking and the BRMS fields.*

7.5.1. A fence six [6] feet high or less may be placed up to but not on a property line so that both sides of the fence can be erected and maintained from the property of the person erecting the fence. A building permit is not required.

7.5.2. A fence more than six feet high is a conditional use in all districts subject to approval by the Development Review Board under Section 10.9.

7.5.3. A fence shall be erected so that its “good side” shall face an abutting property or roadway. *Fence will not separating abutting property.*

7.5.4. No fence may be placed so as to interfere with an adjacent town Right-Of-Way or publicly owned or maintained sidewalk, bike path or pedestrian way. *No interference is apparent*

7.5.5. All fences shall comply with Section 5.3.4.

7.8. Signs

The use of signs shall be limited to those purposes that serve the public interest and convenience. This section is enabled under 24 VSA Section 2291(7) in addition to the zoning authority referred to in Section 1.1 of these regulations.

7.8.1. Permit Required: A permit issued by the Zoning Administrator shall be required for installation of any new or substantial modification of any existing sign except as stated in Section 7.8.7 of these regulations. Approval of a sign by any other municipal, state or governmental agency shall not constitute approval for purposes of these regulations.

7.8.7. Generally Allowed Signs:

7.8.7.1. Signs servicing schools or government offices, provided such signs are permanent and are located on the premises and have an area not to exceed thirty two [32] square feet per side.

7.8.7.2. Small signs for the direction, instruction, or convenience of the public, including signs that identify restrooms, freight entrances, posted areas or the like, activities identified with a neighborhood watch program, or designed to “... foster growth of agriculture and food based

businesses” in conformity with the Comprehensive Town Plan adopted 17 February 2011, that contain an area not exceeding three [3] square feet, provided such signs are on the premises served by the sign. *Wayfinding signage included with this project is considered generally allowed.*

10.10.3.3. The Development Review Board may require that the applicant submit information regarding hours of operation and may impose conditions limiting hours of operation. *No changes to hours of school operation are proposed, nor can the DRB regulate this provision as per §4.6.2*

10.10.4. Performance Guarantee: All landscaping and plantings shall be guaranteed for three [3] years from the date of planting. The Development Review Board may require a letter of credit, performance bond, escrow, or other surety in an amount sufficient to provide for planting and landscaping and to ensure that the planting and landscaping remains in satisfactory condition for a period of three [3] years after completion. Where surety is required, the Development Review Board may specify a schedule for planting and landscaping and for release of any reserved funds. If the applicant fails to install planting and landscaping within the specified time period, the letter of credit or other security may be forfeited after thirty [30] days written notice. Upon receipt of the proceeds, the Town may install or maintain planting and landscaping, and in the event the proceeds are insufficient, the applicant shall reimburse the Town for the balance. Any balance remaining in escrow at the end of the three [3] year maintenance period shall be refunded to the applicant.

10.10.5. Expiration of Approval: 10.10.5.1. Site plan approval shall expire if a zoning permit is not obtained within 180 calendar days of approval unless the Development Review Board grants an extension.

10.10.5.2. The Development Review Board may grant an extension of site plan approval for reasonable and substantial cause.

GENERAL DEVELOPMENT STANDARDS §11.

11.1. Access - Public/Private Roads and Driveways

11.1.1. Conformity with Public Works Specifications: All streets/roads and driveways shall be designed to meet the requirements of the Public Works Specifications of the Town of Jericho, unless waived by the Selectboard, and shall be depicted on the Plat for review by the Development Review Board prior to final plat approval.

11.1.2. Private Driveways: No more than three [3] lots may be served by a private driveway. The interest of the owner of each lot served by a common or shared driveway shall be protected by an easement recorded in the deed of each lot involved. Private driveways shall have a maximum grade of 15%, a minimum width of 12', and be capable of supporting the weight of a two-axle, 40,000 pound vehicle. For any new subdivision with a shared driveway over 100' serving up to 3 lots, the maximum grade shall be 15%, the driveway shall have at least a 15' wide improved travel way, or shall, at intervals of 100' of length, have other provisions for the passing of oncoming vehicles; shall be capable of supporting the weight of a two-axle, 40,000 pound vehicle; and shall have an adequate turnaround at the end. The grade for any portion of a driveway within the Town right-of-way shall be -3%. (all drives must slope away from the road). See also the detailed requirements of “Access Standards” on the Town of Jericho Road Access Permit application. Curbcuts shall be limited to one per residential property. These provisions are contained in the Town of Jericho Public Works Specifications amended 1/22/09 and shall be superseded by any revisions to the same. *Two lots are currently served by this driveway, RV020X (BRMS) and RV010X (Library and UID). Library is leasing 1.01 acres from UID.*

11.1.5. Traffic Study/Off Site Improvements: *A traffic study is not warranted as it does not meet the criteria of 11.1.5.1., but may be required if the DRB feels it is necessary. No new traffic will be generated by the proposed changes. Lamoureux & Dickinson conducted two demonstration pilot-projects to test the proposed circulation changes.*

11.1.5.2. If, in the Development Review Board's judgment, there will be an adverse impact from the proposed development on existing access roads, the Development Review Board may require the applicant to improve the access road(s).

11.1.6. Access:

11.1.6.1. The Development Review Board may require measures such as speed change lanes, turning lanes, right turn only egress or other design elements necessary to provide for safe circulation and on the site and on adjoining road. The DRB may require additional improvements and configuration to improve and facilitate pedestrian access and safety.

11.1.6.2. At road and driveway access points, the Development Review Board may require measures such as striping, contrasting or textured paving, and/or mountable curbs to define narrower car lanes while maintaining sufficient pavement width for safe turning of larger vehicles.

11.2. Parking/Loading/Circulation

11.2.1. Off Street Parking Requirements Adequate off-street parking shall be provided in conjunction with any improvement or change of use requiring a zoning permit. Except as provided within Section 11.12.5: "Alternative Parking Arrangements", all parking shall be on the same premises as the proposed improvement.

11.2.2. Number of Parking Spaces Required 11.2.2.1. The following table indicates the minimum number of parking spaces to be provided for each use: .25/student (elementary & secondary) and .3/student (pre-k). *Based on 2015-2016 enrollment data, 133.25 spaces are required. Based on 2016-2017 enrollment data, 132 spaces are required. Applicant has proposed 131 spaces and has stated that 128 are required.*

11.2.2.2. Handicapped Spaces: Non-residential parking lots shall include parking for persons with disabilities. Such parking shall be set aside and identified with signs requiring display of a state handicapped designation. There shall be at least one such space, plus one for every fifty spaces exceeding one. The handicapped spaces shall be those closest to the principal means of handicapped access to the proposed structure or use. Parking spaces designated for handicapped use shall be counted toward satisfying the total number of required spaces. *Applicant has shown seven (7) handicapped spaces on the site plan. Location is placed as close as possible to various handicapped-accessible entrances.*

11.2.2.3. Modification in Required Spaces: The Development Review Board may increase or decrease the number of parking spaces required if appropriate to accommodate the parking needs of an individual applicant. In general, the Board should seek to require sufficient parking spaces to meet anticipated demand but to avoid creating excess parking spaces. Alternative arrangements such as shared, offsite, and on street parking shall be encouraged to meet peak parking demand. Excessive on-site parking shall be discouraged.

In granting a reduction in the number of spaces, the Board may consider factors including but not limited to actual anticipated parking needs of a proposed use, the mix of uses within the development, proximity of the proposed use to pedestrian infrastructure, transit service, or other alternative modes of transportation, and/or transportation management proposed by the applicant. *Staff feels it would be*

appropriate to not require the full 133 or 132 spaces, but rather accept the proposal to develop 131 spaces (33 being new).

11.2.3. Standards:

Parking areas servicing non-residential uses and all parking areas for five [5] or more cars shall be designed and constructed in accordance with the standards of this section. *Applicable provision*

11.2.3.1. General Layout:

(a) Parking areas shall be laid out so as not to require or permit vehicles to back onto a public way, nor to require the movement of other vehicles to enter or exit any designated parking space, excepting Tandem Parking as permitted under Section 11.2.3.1(d) below. *Meets criteria except where staff parking is proposed along drive, behind RV016. Applicant has stated that these spaces are reserved for staff, who will not be departing or arriving at peak traffic hours. DRB should determine if this is sufficient*

(b) Except in the Commercial District, Village District and Village Center District, designated parking areas shall not be located in any required front, side, or rear yard setback. Within the Commercial District parking may be within one-half [½] of the depth of the required side or rear yard(s) setbacks, except where the subject parcel is adjacent to property in the Rural Residential, Agricultural, or Forestry District. In the Village Center District and Village District, parking may be within the side or rear yard setbacks. *Parking area across from DRML are within the sideyard setback of RV016. Additionally, as BRMS (RV020X) and UID (RV010Z) are located on two separate parcels, quite a bit of parking is located within the side yard setbacks of both parcels. This is acceptable as all proposed parking is located within the Village Center Zoning District. The DRB may want to consider if the lighting poles/curbs/fencing is accessory structures associated with the parking*

(c) Parking for two [2] or more abutting uses may be constructed across any common side or rear lot line. Such parking may be served by a common driveway, either on the common boundary, or entirely within the frontage of one lot. Where such common access is entirely within one lot, an access easement shall be duly recorded. *The table of uses in §4.4.5. lists preschools, elementary schools, and secondary schools as separate uses. DRB should determine if access to parking should be recorded with an easement.*

(d) Tandem or ‘stacked’ parking may be approved for residential uses and dedicated employee-only parking, provided that such parking does not create unsafe circulation on the site. If tandem parking is approved, the first space shall have unobstructed access while the second space may be accessed through the first space. *No tandem parking is proposed.*

11.2.3.2. Dimensions:

(a) Each parking space shall have a minimum width of nine [9] feet and a minimum length of eighteen [18] feet. These dimensions may be modified based on accepted engineering standards if angled parking is proposed. *Proposed parking spaces meet these dimensions, based on submitted the layout plans (page 3-4)*

(b) Parking spaces reserved for handicapped use shall have a minimum width of twelve [12] feet. *Handicapped spaces are proposed as 13’ in width, according to sitework details and specs (page 6)*

(c) Parking aisles shall have a minimum width of twenty [20] feet. The Development Review Board may require wider aisles if necessary to allow for adequate circulation or emergency access. The Development Review Board may reduce the minimum width if it can be show that the required widths are excessive to the functional needs of the site. *Parking aisles are shown to have a width of 24 and 28 f,t based on submitted the layout plans (page 3-4)*

11.2.3.3. Front Yard Parking: In order to enhance and maintain village character, parking to serve non-residential uses shall not be permitted between the front building line and the street in the Village and Village Center Districts. The Development Review Board may consider exceptions to this requirement when strict conformity cannot be achieved due to site specific constraints and where the overall site layout otherwise conforms with the purpose of the district. Such exceptions shall only be granted when additional measures are taken to ensure safe pedestrian circulation and access to the building, around the site, and to/and from adjoining properties. *DRB should determine if the parking area proposed across from the DRML (layout plan page 4) constitutes Front Yard Parking. DRB may determine this is parking is sufficient due to site constraints and safe pedestrian circulation. A crosswalk is depicted on the west layout plan (page 4) and the overall site plan (page 1) connecting this lot to the sidewalk along the UID. DRB may want to consider requiring a crosswalk across the drive towards DRML as well.*

11.2.3.4. Landscaping: All parking areas shall be landscaped in accordance with Section 11.8 of these regulations. *See section 11.8*

11.2.4. Bicycle Parking: A minimum of one [1] bicycle parking space shall be provided for every five [5] parking spaces required by Section 11.2.2.1 of these regulations. Required bicycle parking spaces shall be of sufficient size to accommodate a full sized bicycle, including space for access and maneuvering, and shall allow the bicycle wheel and frame to be locked to the facility. *Adequate bike parking is shown on the plan*

11.2.5. Alternative Parking Arrangements: In order to prevent creating excess parking spaces, and to reduce impervious surfaces and encourage pedestrian friendly development, the following alternative parking arrangements shall be authorized and encouraged in all districts.

11.2.5.1. Shared Parking: When any land or building is used for two [2] or more distinguishable purposes, such that the hours of peak usage do not coincide, the minimum total number of parking spaces required to serve the combination of all uses may be reduced at the discretion of the Development Review Board. *The UID School and BRMS currently utilizes a shared parking lot. Required spaces have been determined based on combination of UID, BRMS, and UID pre-K program. While peak hours are the same, requiring separate lots for both schools could create excess impervious surface. Not recommended by staff*

11.2.6. Loading and Service Areas:

11.2.6.1. Where a proposed development will require the frequent or regular loading or unloading of goods or passengers, sufficient on-site service areas shall be provided. Service areas may also be required for emergency vehicles, waste disposal and collection, transit service, or other purposes as necessitated by the proposed use. All loading and service areas shall be clearly marked and located in such a manner that parked vehicles will not block or obstruct sight visibility at intersections or from any internal road or access. With the exception of passenger pick-up or drop-off areas, loading and service areas shall be located behind the front building line, or to the side or rear of the structure they serve. *A service entrance currently exists behind browns river middle school. A parking area is proposed in front of this, but applicants have stated the proposed parking area for staff will not interfere with service deliveries as these happen prior to peak school traffic hours. DRB will want assurance from applicant that there is adequate turning space for large delivery vehicles.*

11.2.6.2. All vehicle movements for loading, unloading, and deliveries shall be made off the public Right-Of-Way. *N/a*

Additional circulation concern: Deborah Rawson Memorial Library is concerned with the change in traffic circulation (i.e. one way direction) and how library patrons might be disadvantaged here. The current layout allows library patrons to exit left through the access onto river road. The proposed access would require library patrons to turn left upon exiting and continue through school access drive in order to exit onto river road. DRB may want to inquire on the necessity of the right hand turn only

11.3. Pedestrian Facilities

All public and private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. To the extent feasible, pedestrian and vehicular circulation shall be separated by curbing, plantings or reserve strips, and should cross or intersect in controlled locations and manners. *Applicant has included facilities for safe and convenient movement of pedestrian traffic. Staff has discussed two potentially unsafe areas with applicant. 1. The lack of crosswalk and facility from new drop-off, pick up lot to DRML, as applicant stated this lot will likely be used for library overflow and other event. 2. The 9 staff spaces along the main access drive are designed for staff use (outside of peak hours). Pedestrians may benefit from striping behind the spaces, and a crosswalk north or south of the termination of this small lot. Applicant was open to discussing and has stated that he will review these suggestions with school staff. DRB may want to consider if other areas on site plan seem provide for safe pedestrian movement.*

11.3.1. The Development Review Board may require the applicant to submit, at his or her expense, a study of vehicular and pedestrian circulation, subject to independent technical review under Section 10.8.6. This study shall address vehicular and pedestrian access to the site, circulation on the site, and circulation between neighboring parcels and buildings. *Applicant has testified that L&D conducted two demonstrations testing proposed circulation on site, with school/parent input. DRB may want to request results or details from the demonstration.*

11.3.2. The Development Review Board may require that curbs and sidewalks be installed along both sides of major and collector streets and along one side of minor streets. Designs shall meet the Public Works Specifications and approval of the Selectboard prior to final plat approval. *No new streets proposed*

11.3.3. In addition to sidewalks required by 11.3.1, the Development Review Board may require permanent pedestrian easements up to twenty-five [25] feet but not less than ten [10] feet in width in order to facilitate pedestrian circulation within a development, between adjoining neighborhoods, or to provide access to parks, schools, shopping centers, centers of employment and community facilities. Pedestrian easement locations may include, but are not limited to the following areas:

11.3.3.1. through blocks 600 feet or more in length,

11.3.3.2. as a continuation of cul-de-sacs,

11.3.3.3. in conjunction with utility easements, or

11.3.3.4. along existing Rights-Of-Way that lack sufficient width to contain pedestrian facilities. *BRMS/UID frontage on river road currently contains a multi modal path.*

11.3.4. Handicapped Access: Where construction of parking or access facilities results in curbs or other barriers, handicapped access shall be provided in accordance with generally accepted standards for handicapped access. *Adequate handicapped access is shown on site plan and site details*

11.4 Lot Layout

No new lots are proposed.

11.5 Grading/Slope/Ridgeline

11.5.1. All land development and subdivision shall be planned to retain, as much as possible, the natural contours and to conserve the natural cover and soil. The landscape shall be preserved in its natural state, as much as practical, by minimizing tree and soil removal and nonessential grading. Any grade changes shall be in keeping with the general appearance of the neighboring developed areas.

11.6. Recreation/Open Space/Common Land

Not applicable for site plan review.

11.7. Water Supply and Sewage Disposal

11.7.1. No zoning permit shall be issued for any structure requiring facilities for water supply or sewage disposal, including a mobile home, in any district, unless applicable approvals have been obtained from the Vermont Agency of Natural Resources and/or the appropriate Water District. *No watersupply or sewage disposal is required or proposed for this project. The current septic for both schools are shown on the sheet 1 of the site plans. Septic will not be impacted as a result of this development.*

11.8. Landscaping

11.8.1. Preservation of Landscape: Finished site contours shall depart only minimally from the character of the natural site and the surrounding properties. Removal of vegetation shall be limited to the minimum necessary for safe construction. Areas disturbed through construction shall be revegetated by the applicant. Where development occurs in a forested or partially forested area, the applicant may be required to submit recommendations from a professional forester regarding placement of improvements and removal of trees. Where tree coverage does not exist or has been removed, new plantings may be required.

11.8.2. Landscaping Budget Requirement: For all site plans, the Development Review Board *may* require minimum planting costs of up to three percent [3%] of total construction/improvement costs.

11.8.3. Screening and Buffering Requirements: All parking areas for five [5] or more cars, all outdoor sales display areas, all business uses and industrial uses, all contractor's yards, open storage and loading service yards and all commercial outdoor recreation shall be screened from any adjacent residential use and or the Rural Residential, Agriculture or Forestry district. Screening shall include a mixture of vegetation that creates a visual buffer (not necessarily an impervious "wall"). The introduction of attractive fencing, integrated with the vegetation, can also be used to define the buffer. The amount and type of plantings required will be determined by the Development Review Board based on

- (a) the location and context of the site,
- (b) the type of use,
- (c) proximity to neighbors, and

(d) the pattern and extent of existing vegetation (on-site and in the immediate area).

In all developments, to the extent practicable, existing trees shall be retained and used to satisfy the provisions of the minimum landscaping requirement. *DRB should determine if existing vegetation will provide sufficient screening from proposed parking areas adjacent to the abutting Collins' property at 16 River Road. See street view images below, and images provided by applicant showing view of the Collins' property during winter/fall (less coverage). Applicant is not proposing any additional screening or fencing at this time.*

DRB should also determine if the abutters at 11 River Road should be provided with screening as well, along river road.



1. Image above depicts view of proposed short term drop off/pick up parking from UID school, across from DRML. Note that large coniferous trees exist on Collins' lot. House is somewhat visible between trees. Brush also located on Collins' lot as depicted in the site plan. (googlemaps, 2016)



2. Image above depicts view of abutting Collins' lot from existing parking area and access drive. The proposed staff parking (9 spaces along access) will replace this current lot. Note that between brush and deciduous trees, house is not very visible.



3. View of proposed staff parking area across from DRML. View is from 11 River Road, the Lemnah property. DRB may want to consider screening requirements to shield the view of the parking area from the road & from the Lemnah property.

11.8.4. Street and Shade Trees: In addition to plantings that may be required above for screening and/or buffering, all uses abutting a public way shall provide plantings of street trees. Street tree plantings shall also be required for all streets in a subdivision or Planned Unit Development. New trees shall be along both sides of streets in areas where no trees presently exist or where existing trees would suffer life-shortening construction damage. The trees shall be planted outside the Right-Of-Way, unless written approval is gained from the Selectboard. Street trees shall be located so as to minimize conflicts with necessary utilities. Such trees shall be deciduous canopy-forming trees of similar species and growth habit, and may be either massed or planted at intervals. *As per comment above (screening from Lemnah property) the DRB should consider requiring street screening from River Road, as none exists.*

11.8.5. Internal Parking Lot Landscaping: All off-street parking lots containing twenty [20] or more spaces shall be landscaped with trees, shrubs, and other plants. At least one deciduous tree per ten [10] spaces shall be planted in a bed of not less than forty [40] square feet. The Development Review Board may require fewer trees if the required landscaping results in an undue loss of parking. In lieu of this requirement, the Development Review Board may approve uncurbed planting areas in order to provide for stormwater run-off into vegetated areas for treatment. *Applicant has not shown internal parking lot landscaping, but has shown an appropriate number of trees outside the parking area. Staff recommends the DRB require a site plan with trees/beds shown inside the proposed parking area.*

11.8.6. In lieu of other landscaping requirements above, the Development Review Board may approve landscaping of equivalent value for the purpose of improving or restoring wildlife habitat, wetlands restoration and protection, stream bank stabilization and restoration, or similar improvement. Plans for such improvements shall be developed by an appropriate professional. *No wildlife habitat, wetlands, or stream banks are within the project area.*

11.8.7. Planting Specifications: Plants shall be hardy for the climatic and other conditions in which they will be used (salt, air pollution, etc.). Trees shall preferably be of a type indigenous to the neighborhood. At its discretion, the Development Review Board may refer to “Recommended Trees for Vermont Communities: A guide to Selecting and Purchasing Street, Park, and Landscape Trees”, published by the Vermont Urban and Community Forestry program. Trees shall be nursery grown or otherwise of healthy stock. Trees of similar species and function shall be of substantially uniform size and shape. At the time of

planting, canopy-forming deciduous trees shall be at least two [2] inches in diameter, measured at a point four [4] feet above finished grade, and evergreen species shall be at least four [4] feet in height.

All plantings required by this section shall be planted in accordance with accepted horticultural practice and shall be guaranteed by the developer or successor in interest for a period of three [3] years from the date of planting. To the extent practical, existing trees shall be retained and used to satisfy this section. Final choice of tree species and exact planting locations are subject to recommendations of the Jericho Tree Warden.

11.9. Site Layout and Design

The siting and architectural design of the project shall be compatible with existing and planned improvements and the character of the area in which it is to be located, as defined by the purpose of the zoning district, the Jericho Comprehensive Town Plan, and the standards listed below. The Development Review Board should encourage the use of a combination of common materials and architectural characteristics, landscaping, buffers, screens and visual interruptions to create attractive transitions between buildings of different architectural styles.

11.9.1. Village Center District: Site layout and design shall reinforce a compact village settlement pattern of buildings lining public roads or central greens and shall enable building sites and setbacks to be consistent with village patterns. Buildings shall be sited so as to encourage use by pedestrians and to create a well-defined streetscape.

11.10. Outdoor Storage/Display

11.10.1. In addition to the provisions of Section 4.7.16, except as provided in Section 11.2.3.3: "Front Yard Parking", no parking, loading or outdoor storage, sales or display areas shall be permitted in any required front yard setback. The Development Review Board may limit the total size of outdoor areas for the display of items for sale as a conditional use requiring site plan review. *Parking area near river road is shown outside the front yard setback*

11.11. Outdoor Lighting

Lighting shall be kept to a minimum consistent with the requirements of pedestrian and vehicular safety and convenience in accordance with the Public Works Specifications and the following standards:

11.11.1. The maximum height of lighting fixtures or supporting structures shall not exceed twenty [20] feet from grade. Excluded from this height calculation are solar collectors or wind turbines on top of the supporting structure, which shall not exceed ten [10] additional feet in height. *Lighting plan shows height of cobra head poles as 20' (18' pole, 2' base)*

11.11.2. The maximum permitted average lighting level on the surface to be lighted shall be one [1.0] foot-candle, or as otherwise specified in the Public Works Specifications. *3 new light posts total. Lighting plan shows new lighting in drop off pick up lot (near DRML) average lighting level as .40 foot candles. Max is 3.22 foot candles. The lot behind BRMS shows new lighting, with average lighting a .52 foot candles (max: 2.29)*

11.11.3. Lighting of areas around gasoline pump islands and under canopies sheltering pump islands shall not exceed a maximum illumination level of twenty [20.0] foot-candles. *N/a*

11.11.4. The height and shielding of light standards shall provide proper lighting without hazard to drivers or nuisance to residents. Fixtures, poles, and lamps shall conform with the Public Works Specifications. To

the extent practicable, energy-efficient LED fixtures shall be used. Lamps shall have a minimum color temperature of 2500 Kelvin.

11.11.5. Security Lighting: Security lighting shall be shielded and aimed so that illumination is directed only to the designated area and not cast on other areas. Lighting shall not be directed above the horizontal plane through the top of the lighting fixture, and the fixture shall include shields that prevent the light source from being visible from adjacent properties and roadways. The average lighting level of an area illuminated by security lighting shall not exceed one [1.0] foot-candle. To the extent practicable, security lighting shall be placed on timers and seasonally adjusted for fluctuations in daylight hours. *No new security lighting is proposed*

11.11.6. Lighting of Building Facades: The maximum permitted average lighting level on any building façade or angular roof shall not exceed five [5.0] footcandles. Building façade lighting shall be reduced to one [1.0] foot-candle after 11pm. Lighting fixtures shall be carefully located, aimed, and shielded so that light is directed only onto the building façade. To the extent practicable, lighting fixtures shall be directed downward rather than upward. Lighting fixtures shall not be directed toward adjacent streets or roads. *No lighting of building facades is proposed*

11.11.7. Lighting of Outdoor Recreation Areas: Where playing fields or other outdoor recreation areas are to be illuminated, lighting fixtures shall be mounted and aimed as to illuminate the primary recreation area only, and so that no direct illumination is directed offsite. Lighting for outdoor recreation areas shall be turned off no more than forty-five [45] minutes after the end of the event. *No lighting of outdoor recreation areas is proposed*

11.11.8. Direct glare (defined as illumination beyond property lines caused by direct rays from incandescent, fluorescent, or arc lighting) shall not be permitted with the exception that parking areas and walkways may be illuminated by lights hooded or shielded such that the maximum angle of the cone of direct illumination is no more than sixty [60] degrees.

11.11.9. Provisions for outdoor lighting may be subject to recommendations by the Vermont State Police.

11.12. Utilities

11.12.1. All existing and proposed utilities and utility Rights-Of-Way/easements, including but not limited to electric, telephone, gas, fiber optic and cable television, shall be shown on the final plat. *Plans show existing overhead wire from River Road to Underhill ID School. All new connections are underground*

11.12.2. All new utilities shall be placed underground from the nearest available port, unless the Development Review Board determines that burial of utilities would result in an undue adverse impact to natural resources or would be prohibitively expensive. Prior to approving overhead utilities, the DRB shall require independent technical review in accordance with Section 10.8.6 to determine if the above conditions are met.

11.12.3. The applicant shall coordinate development design with utility companies to ensure that suitable areas are available for underground installation within and adjacent to the proposed development. Utility easements of sufficient width shall be provided to serve both the proposed development, and future service extensions to adjoining properties.

11.12.4. Utility corridors shall be shared with other utility and/or transportation corridors where feasible and shall be located to minimize site disturbance.

11.13. Storm Water (subdivision section III.6) *DRB may want to review the stormwater mapping project completed in 2012 showing an area of UID school lot as a potential site for a bio-retention pond with*

overland flow and a grass channel (currently where applicant is proposing UID drop off/pick up parking lot across from DRML). This study is attached to staff report. State permitting office is aware of this study.

11.13.1. Post-Construction Stormwater Management: The applicant shall install a storm water management system along all new streets and at other required locations. This system shall meet the following standards:

11.13.1.1. Development shall minimize stormwater runoff and utilize pervious areas for stormwater infiltration and treatment. Existing natural drainage ways shall be incorporated into the design of the management system to the fullest extent possible. *New impervious area to be added: .63 acres. Applicant has submitted application to DEC for a state stormwater discharge permit under general permit 3-9015. See attached permit application and appendices for details.*

11.13.1.2. The stormwater management system shall be designed, installed and maintained in accordance with the requirements of the latest version of the Vermont Stormwater Management Manual and the Jericho Public Works Specifications. In the event of conflicting design criteria within these standards, the stricter shall apply. *Stormwater details are available on page 8 of site plans.*

11.13.1.3. Applicants are encouraged to incorporate Low Impact Development techniques and practices into the stormwater management system.

11.13.1.4. All development requiring Development Review Board approval resulting in more than one-half [0.5] acres of new impervious surface and all major subdivisions shall at minimum meet the Recharge (Rev) criteria and the Water Quality Volume (WQV) criteria, as defined in the Vermont Stormwater Management Manual. Applicants are strongly encouraged to utilize non-structural practices such as the Voluntary Stormwater Management Credits provided for in the most recent version of the Vermont Stormwater Management Manual in order to satisfy this requirement. *See stormwater application for details.*

11.13.1.5. The interest of the owner of each lot served by the stormwater management system shall be protected by an easement recorded in the deed of each lot involved. *Not included with application*

11.13.1.6. Uses defined as “stormwater hotspots” in the Vermont Stormwater Management Manual, including those creating less than one acre of impervious surface, shall comply with all applicable requirements of the Vermont Agency of Natural Resources. Stormwater runoff from a stormwater hotspot shall not infiltrate into groundwater unless an individual stormwater permit from the Vermont Agency of Natural Resources is obtained.

11.13.1.7. Culverts or other drainage facilities shall, in each case, be large enough to accommodate potential run-off from the entire upstream drainage area, whether inside or outside the Development. The Development Review Board shall approve the design and size of facilities based on anticipated run-off under conditions of total potential development and a twenty five [25] year storm. The applicant's engineer shall provide such information as the Development Review Board deems necessary to make the determination of the adequacy of the facilities.

11.13.1.8. The applicant's engineer shall provide such information as the Development Review Board deems necessary to determine the effect of the development on existing downstream drainage facilities outside of the area of development. Where anticipated discharge from the proposed development during a twenty-five [25] year storm will overload existing downstream drainage facilities, the Development Review Board may condition final approval upon improvement of the downstream facilities to prevent such an overload. Any construction required to prevent such overload and subsequent damage may be located on or off the applicant's site.

11.13.2. Erosion and Sediment Control During Construction:

11.13.2.1. At minimum, all construction shall comply with the erosion control practices detailed in the most recent version of the Vermont Agency of Natural Resources Low Risk Site Handbook for Erosion and Sediment Control. *Project qualifies as low risk . See attached appendices. Site plans show silt fencing around soil stockpile downslope. Plans state that contractor shall refer to the low risk site handbook for erosion prevention and sediment control measures.*

11.13.2.2. Plans meeting the guidelines of the latest edition of the Vermont Handbook for Soil Erosion and Sediment Control on Construction Sites, shall be submitted for all major subdivisions or when otherwise required by the Vermont Department of Environmental Conservation. The Development Review Board may also require erosion plans when development is proposed to occur on slopes greater than fifteen percent [15%], unvegetated areas or other areas with fragile soil conditions. In order to determine whether or not an erosion control plan is needed, the Development Review Board may require the applicant to provide a Risk Evaluation Checklist from the Vermont Department of Environmental Conservation

11.13.2.3. Where necessary, temporary vegetation and/or mulching and structural measures may be required by the Development Review Board to protect areas exposed during the development. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed and maintained during development to remove sediment from run-off water from land undergoing development. At minimum, these measures shall comply with the practices described in the Vermont Agency of Natural Resources Low Risk Site Handbook for Erosion and Sediment Control.

11.13.2.4. Erosion prevention and sediment control practices for construction that occurs from October 15th to May 15th shall conform with Section 3.2 Winter Construction Limitations of the Vermont Standards and Specifications for Erosion Prevention and Sediment Control, or the most recent Vermont Agency of Natural Resources standards for winter construction *Winter construction not proposed, but applicant shall adhere to these standards if construction moves through October.*